9.00

Det. Det. Isle & Western R'y Co

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. X NO. 29. CLEVELAND. O., JULY 19, 1888. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

The H. F. Church's troubles came entirely from her center-board box. The rocking at the pier broke in one or two decayed planks, and thus she filled and went to the bottom. Every particle of timber elsewhere in the ship was found to be in good condition.

The check valves on the boiler in the tug S. S. Stone gave out when about fifteen miles below this port, in a heavy northeaster last week. and she went on the beach. The crew swam ashore with difficulty. There is no insurance on the boat. She lies broadside in twelve feet of water.

Messrs. George and Thomas Quayle, Wm H. Radcliffe and son, J. F. Pankhurst and family, and E. J. Jackson and family, left the city for New York, and will sail for Europe on Saturday, Jnly 21st. The party have the best wishes of the RECORD for a very pleasant time during their visit aproad.

The following is the tonnage of the vessels steam and sail, reported by the commissioners of navigation, for the week ending July 14th., schooner Viola, Detroit, gross 54.39, net 51.68; schooner X 10 U.8, Grand Haven, gross 23 73, net 22.54; steamer Borealis Rex, St Paul, gross 163.16, net 163.16. steamer Corona, Cleveland, gross 2408,17, net 1828.20; steamer Hiram R. Bond, Milwaukee, gross 230.53 net 138.46; steamer Milton, Ogdensburg, gross 19.42, net 14.57.

Captain George Stone returned from the sunken schooner, Alva Bradley and he says she is in bad shape. After the Bradley struck at the Limekiln she was towed to the American side of Bois Blanc island and allowed to sink at a point where she rested on two batches of boulders. The result of the boat's weight on the big stones shows in her decks and Captain Stone says he thinks her keelsons are broken. Two big pumps were put at work on the Bradley Saturday, but the water in her was lowered only three feet by their force. Had the boat been towed her length farther to the American side she would have rested on a level sand bar. A part of the boat's cargo will probably be lightered and extra pump service put into her.

Mr. Frank Wright is regarded by the Saturday Night club, and his friends generally, as a "grifty" man from the extreme interior, and we hasten to correct the erroneous report in circulation. When he saw the "What is it" scaling the drydock gate and crawling slowly along the bottom of the dock toward the engine house, Mr. Wright with blanched cheeks, expanded optics, and quaking knees ordered his bookkeeper to "lock the safe" and turning to John Dracket, the foreman, hoarsely cried "Johnnie, get your gun, get your gun, get your gun, and I'll take to the woods."

Programs are out announcing a grand international regatta of the different yachting associations around the lakes, to be held at the Island of Mackinac, August 14, 15, and 16. The committee who had the matter in hand have spared no trouble or expense in completing a programe that is very interesting and entertaining, which with the prizes to be competed for, and the pleasure of a trip to Mackinac in mid-summer, will doubtless call together all the yachts from the several clubs for a sail. The different steamboat lines, including the Detroit & Cleveland steam navigation company, will carry passengers to and from the Island of Mackinac for one fare from Aug. 18, to the 20th. It is to be hoped that all who can do so will enter into the sail with spirit, and make it a grand success.

Meteorological summary for the week ending July 18, 1888:

Mean actual barometer	30.05
Mean temperature	67.3
Mean humidity	64.1
Total precipitation	1.82
Prevailing direction of wind	N. E.
Total wind movement	1130
Av. cloudiness	5 9
Av. state of weather	Fair.
Max. temperature, highest	86.0
Min temperature, lowest	51. 2

F. S. ROTHACKER, Obs. Signal Corps, U. S. A.

Captain George Stone and a portion of the expedition at work on the Alva Bradley recently sunk and returned to this port and report that vessel in pretty bad shape. She is not only on the bottom but is apparently resting on a cluster of boulders or block stone, as she is bulged up from keel to upper deck. The two steam pumps taken to her have been placed on board, but by their united service they were only able to lower the water in her hold about two feet. Another pump was put on board the tug Forest City last evening and taken to the scene of the disaster, while still another pump is to be brought from Detroit. It is hoped that all four pumps will at least lower the water so that a part of her cargo of soft ore can be taken out. If these efforts do not succeed the work of getting her off will become a very serious matter. The schoone rWadena, which came in leaking on Friday night, had been sufficiently lightered to go into drydock.

CHICAGO.

Special to the Marine Record.

The remains of Captain James Ellison, who died suddenly of heart disease on the deck of the schooner Erastus Corning, of which he was the first mate, at Ashtabula Harbor last Thursday afternoon, July 12 h, was brought to Chicago to his late residence 150 N. Market street, Friday night. He was buried Sunday afternoon at Graceland cemetary, and was followed to the grave by many old marine and other friends, he was well known in Chicago for the past 25 years and very much respected, he was 50 years old at the time of his decease, and leaves a widow and three children. He was insured in the Royal Templars society, of which he was a member, for $2,000, and the homestead in which he resided was his own.

The tug Bob Teed, became disabled in Lake Michigan Monday, and was towed in Racine.

The steamship Tacoma lost two buckets off her wheel against some piles at 18th Street bridge, last Friday night. She left Chicago in tow of the steamship Clyde, for Buffalo.

Thomas Bagely, yacht and boat builder, has been doing lots of work since the commencement of the year, having built two steamboat yawls for Captain Kirby, Grand Haven; two yawls for Davison & Holmes, Captain Lang's steambarge Street; two yawls for the steambarge J. W. Westcot; four yawls for the Milwaukee shipyard company; three yawls for the Northern Michigan line steamer City of Charlevoix; one yawl for the steamship Argonaut; one yawl for the steambarge Hubell; one yawl for Knapp & Gilen, Racine, for the steambarge Seymour; two yawls for Captain Campbell, for the steambarge Covell; two yawls for the Goodrich Transportation Co.; two yawls for the Milwaukee Tug Boat Co., for steamships building at Sheboygan, Wis.; one yawl for the steambarge McCormick; also yawls for the schooners Michigan, Nicholson, David Dows, R. B. Hayes, Stampede, Bertha Barnes, Barbarian; one mail and supply boat for the government for use at Beaver Island; one cedar surf boat for the government for use at Two Rivers; two yawls for new steambarge built at T. W. Kirby's, Grand Haven; one yawl for the steambarge George Dunbar, one yawl for the steambarge Charles Rietz; one fifty feet long steam launch with twin screws for French & Son, Chicago; one thirty-two feet long steam launch for the Coleman Hardware Manufacturing Co., Morris, Ill.; one twenty-eight feet long steam launch, for Captain McCarty, Chicago; one eighty feet long steam launch twin screws for Captain D. Chapman, Council Bluffs, Iowa, for use as an excursion steamer on Lake Monama, Iowa; two yawls for the new steambarge building at the Milwaukee Shipyard Co's. yard; one double scull cedar copper fastened boat for V. M. Burnside, Chicago, for use in Lake Geneva; one cedar surf boat for Muskegon life saving station; one yawl for the steamer J. L. Hurd; one forty-six feet long sail yacht for John H. Smethells, Chicago; one eighteen feet long copper fastened pleasure boat for Chas. E. Fargo, Chicago; one hull 25 feet long for a steam yacht for Seth Curlin, Union City, Tenessee; one boat for the cutter yacht Verve.

At the Chicago Drydock Co's., the schooner Ada Medora, was in dock for bottom calking and general repairs, the schooner Australia and Charles Luling received new jibbooms.

The splendid new steamship Chemung of the Union line arrived here Saturday afternoon from Buffalo, with a cargo of merchandise in command of Captain Sam Shannon. She is 352 feet in length over all, 41½ feet breadth of beam, 25 feet molded depth and has a splendid appearance. She made the run from Buffalo, to Chicago in 68 hours, which is good work for a new boat. She will, no doubt, make much quicker time when her machinery has got into proper working order. She is a duplicate of the Owego otherwise my account of her should be of greater length.

The damage to the schooner Lem Ellsworth, which struck on a rock and sank near Oswego was appraised by S. V. Parsons, of Buffalo. She was insured by Crosby & MacDonald, Chicago.

It was 10 o'clock Thursday morning before Harbor master Irwin had fully relieved the jam of vessels in the South Branch caused by the grounding of the Horace Tuttle at Halstead street bridge Tuesday morning. The previous night City Engineer Northway visited the scene of the trouble, and he and the commissioner talked it over in the morning. When commissioner Swift was asked later what, if anything, would be done to punish the captain of the Tuttle he said: "It has been done. The jam is relieved. That's all there was to do. In two hours from the time we got notice of the jam the boat was pulled out. When the Tuttle pays the bills we incurred for tugs he will be punished enough. There is, as I see, no other practicable way of regulating the draft of vessels. If we should attempt to do so directly we should require an inspector on every boat loading at the elevator, besides those to look after vessels coming in. All we can do is to get the boats off as soon as they go aground, and I have issued orders that in all such cases hereafter the harbormaster shall at once employ enough tugs to release the vessel. This must be done at once, and the harbor master must not wait around about it, either. The vessel's captain will have nothing to say in the matter. The tugs will be sent him, and he must give them lines or suffer the consequences. His duty will be to pay the bills presented to him by the department for the tugs. This is the only way I see to solve the overloading question. When vessels have once paid the penalty for loading deeper than the water in the river allows they will be slow to repeat it."

Captain Sam Shannon came up the river Saturday afternoon with the bell-cord of the new steel steamship Chemung in hand. The steamer came into the outer harbor at 1:30 p. m. The tug C. W. Gardner was passed steadying lines and the massive hull began to work slowly up the river. She is an exact duplicate of the Owego in construction, but for the arrangement of the houses and the main deck. She measures 352 feet over all, 41½ feet beam, and 25 feet deep. Including orlop and hurricane, the steamer has four decks. She is built entirely of steel, and is propelled by Quintard triple expanison engines. She came in with 1,500 tons of package freight, and goes light to Milwaukee for a return cargo.

Frank J. Firth of Philadelphia, president, and E. Y. Evans of Buffalo, western manager, of the Anchor line, were in the city last week on business connected with the company. They inspected the hoisting machinery in the new Anchor line warehouse, and the several exhibitions of rapid work were given them. One hundred barrels of sugar were lifted to the fourth story on an endless chain elevator in less than seven minutes and as many sacks of coffee brought down in the same time. WILLIAMS.

DETROIT.

Special to the Marine Record.

The barge "101" passed down Saturday evening, and taking a sheer went aground on Bois Blanc island, but was released after three or four hours.

Captain George McLeod, Buffalo marine inspector, and Captain William Dana, of Algonac, were in the city Tuesday.

The steambarge C. H. Chamberlin, seized last winter by an insurance company for damage to the cargo of her consort, which she let go in a gale of wind, was sold at public auction Monday at 12 m. to S. A. Murphy who bid her in for $7,300.

The revenue cutter Fessenden has just returned from a cruise up around the straits and Detour.

Mr. Albert Keaney, a seaman aboard the Thomas Nestor, met with a serious accident Monday afternoon. He fell through a hatchway into the hold of the vessel, sustaining severe injury to his hip and other bruises which may put him in the drydock for a short time.

Samuel F. Hodge & Co. have just closed a contract to repair and put in working order the machinery of the burned steamer Cumberland, which is being rebuilt by Mr. Wm. Radcliffe, at Cleveland; as much of the old engines will be used as possible. This firm has just furnished for the steamer Garden City one of their well known wheels 9 feet 2 inches diameter by 13 feet pitch.

The Cleveland tug Forest City stopped here on her way up and after taking Mr. Quinn, our diver, aboard passed along to the limekilns to work on the release of the schooner Alva Bradley, which went on last Thursday night. The Bradley is in bad shape. She is in 19 feet of water and has a cargo of 1,304 tons of soft ore in her. Her bottom is very badly damaged and it is the opinion of those who have been and examined her that it will be quite a job to effect her release.

The tug M. D. Carrington, Captain A. Ruelle owner, has gone up to work on the steamer California, sunk last fall at St. Helena. Tuesday Captain Ruelle received word from the master of the Carrington stating that they are getting along very satisfactorily with the work. The chains are all under the sunken vessel and they are all ready for the pontoons The parties who are raising her have no doubt as to their success.

Mr. F. W. Wheeler, prominent shipbuilder of West Bay City, was in town Saturday.

The East End boiler works are building two stacks for the steamer Saginaw. They will be 4 feet 2 inches diameter and 32 feet long. They have also made some repairs on the steamer Nellie, calking and putting in hand-hold plates, and patching the boilers of the steamer Ruby.

The Frontier Iron works have just shipped away the triple expansion engine for Thomas Davidson's new boat at West Bay City. It is 20, 33 and 52 by 42 stroke; the boilers will be furnished by M. Riter, of Buffalo. They will be 11 feet 6 inches diameter by 13 feet long.

The large scow, building at the yard of John Oades, is progressing rapidly. She is an odd looking craft, but will be just the thing for the business she is built for.

Captain Geo. McLeod, marine inspector, was in the city Monday.

The steamer Greyhound, running to Grimsby park, was detained in port from Thursday evening until Saturday with a broken rudder. The rudder was first noticed last Monday, when so nothing was found to be wrong with her steering appartus while on the way to the park. On her arrival there the rudder was examined and one of the iron sheets found to be bent from, presumably, striking some object. The Greyhound was then laid up for a day and the damage repaired, but on entering the harbor on Thursday afternoon about 5 o'clock, the rudder was discovered to be gone altogether, the stock having broken into three pieces. The loss of her rudder caused the Greyhound to strike pier 5 at the Northern, and while it did not injure the vessel any, the Greyhound left her mark on the wharf. The captain of the Greyhound blames her builders for putting bad iron in the rudder, which he says was the cause of the breaking. An entirely new rudder is being manufactured and the Greyhound will be once more ready for service on Tuesday.

Mr. David Vance, of Milwaukee, was in the city Tuesday. HOP.

MILWAUKEE.

Special to the Marine Record.

The Milwaukee Tug Co's new boat will be ready for business August 1st and from appearances will be launched on the 21st of this month.

The new boat building at Wolf & Davidson's yard, will soon be planked and it is hoped to have her ready by September 1st. This boat is somewhat larger than the Business and has much finer lines aft.

The new boat at the Milwaukee shipyard is fast getting into shape and will also be ready by September 1st. Her machinery will come from Trouts and will be a fore and aft compound 24 by 40 and 40 by 40.

The tug Welcome is to get a new cylinder. She cracked hers from top to bottom.

Messrs. Boyd & George, have leased the tug Evenson for two weeks to test the usefulness of a new wheel evolved by Mr. Bangs of this place. The wheel is the same as the present style; with a band around the outside of the blades, to confine the water and prevent the churning noticable on boats when they are light. This idea has been tried several times in the last fifteen or twenty years and found to be impractable; but it may be a success now.

The propeller Newburg was compelled to run back on account of some trouble with her piston. She was not detained long, getting out the same day.

The big Davidson of this port is reported ashore; but no particulars can be obtained at present. She is bound down with ore. This is her first season out.

The coal receipts continue large. The steambarge Columbia and consort Comrade, brought in 4300 tons.

Sheriffs report one seven feet ten inches wheel shipped to tug Gregory, of Cleveland, one five feet to San Diego Cal., one five feet to New Orleans. They have also shipped several others to Lake Superior ports and report business very good. J.

ASHTABULA HARBOR.

Special to the Marine Record.

Items are scarce and I attribute it to the fact that Sunday work has ceased on our docks. The docks present on the Sabbath day a quiet, homelike appearance; as our good old English captain remarked, "It makes me think of home to see no work in an American port on Sunday." May the time come, and speedily when all lake ports like Ashtabula, shall have more regard for the Lord's day.

James Elliot, a sailor on the schooner Erastus Corning, dropped dead last week from heart disease. His home was Chicago, and he leaves a wife and small family.

The steamer Algonquin called here for fuel. She is an iron steamer built at Yonkers, Scotland, six miles below Glasgow, and as a carrier she looks complete. Yonkers are partial to American models. She loaded at Kingston with railroad iron for the Red River railroad company, Duluth, and is intended for the lake trade.

Schooner Erastus Corning loads coal for Duluth. Propeller Shickluna and consort load coal for Port Arthur.

The tug Thomas S. Thompson is laid up for a coat of paint and general repairs.

Propeller N. K. Fairbanks loads coal for Lake Linden; propeller New Orleans coal for Duluth; steamer Gogebic coal for Lake Superior ports.

Our shipyard men report repair work in a small way quite lively.

The L. S. & M. S railroad have their new dock on the river front in running order. It is supplied with two machines from McMiley & Whiley's and looks over in the bushes like a little transfer point, independent and lonely. F. L. T.

COURT NOTICES.

AN order has gone forth from the United States marshal's office at Chicago that deputies sent out to tie up vessels on court notices must remain with the boat even if she sails to the north pole. This results from the Mitchell case of last week. June 28 Hitchcock & Foster of Chicago filed a libel against the propeller Edward Smith on account of a collision with the schooner Mixer. Deputy Marshal Russell Hays, who had no experience in tying up vessels, started out with the notice. He found the Smith, got on board, and read the document. Alfred Mitchell, the captain, coolly replied that he was going to Escanaba, and if the officer desired to go along the finest quarters and the best food would be at his command. The deputy had no desire for a lake trip, and as the captain had the boat on the point of leaving the dock he hastily departed. As Escanaba was in the western district of Michigan an officer was sent to Kalamazoo, where the district judge resides, to get a warrant for Captain Mitchell. With the warrant in hand Deputy Marshall Ira Burchard started for Escanaba. Mitchell had hurried up his loading and got away six hours before the deputy's arrival. The Smith came down to one of the Ohio ports and thence to this city for a load of coal. When she sailed in here last Friday another Chicago deputy was ready to receive her captain. On being taken before the United States commissioner he was held for examination before commissioner Hoyne of Chicago August 1 in $1,000 bonds on the charge of obstructing a United States marshal in the discharge of his duty. The punishment for the offense is a fine not exceeding $500 and imprisonment for not more than twelve months.

Work on the new lighthouse at Skillagalee, in the straits of Mackinaw, has been stopped owing to the lack of funds to continue. The new lighthouse at Kewaunee, so much needed by navigators, is in the same shape. The lighthouse board is even unable to issue the customary charts from a like cause. There is no prospect that the appropriations will be available in time to complete the Skillagalee house this season, and the excuse for a lighthouse at that point will continue through the dangerous fall months. Regarding the numerous complaints against the present Skillagalee light, the lighthouse officers of the district say that the fault is largely with the carelessness of captains in not reading the official notices. The master of the last boat going ashore there had confessed that he thought the light was that of another vessel, and had attempted to pass inside of it. The lighthouse board could do no better until the new house was completed. The losses already incurred would have more than built the structure.

LITERARY NOTICES.

WOMAN. — Harmonious interiors, the art of decorating a home at small expense, so as to transform the crude baseness of angularity and formality into tasteful adornment, is the subject of an exceedingly able essay in the June number of Woman, written by Ella Rodman Church. Practical education of this kind, available to persons of all circumstances, is the basis of the mission, which Woman is so admirably fulfilling in behalf of the wives, and mothers, and sisters of America. The teachings of this one article in the June issue are worth to every reader the cost of five years' subscription to the magazine. $2.75 a year. WOMAN PUBLISHING CO., New York.

HARPER'S MAGAZINE—Everything in this number merits careful attention, and will get it from a literary and artistic point of view, as well as in the matter of mechanical execution. All the work contained between the covers is of the very best. The frontispiece, representing a situation in Haggard's "Maiwa's Revenge," is one of the sixty illustrations in the issue. The first article describes life at the United States Academy at Annapolis, as seen by Lieutenant Kelley. "A Midsummer Trip to the West Indies," a splendidly illustrated article, by Lafcadio Hearn, describes the writer's summer trip through the tropical Caribbean or Windward Islands, which separate the Caribbean Sea from the broad Atlantic. "The Great American Desert," by Frank H. Spearman, is an article devoted to a description of the fertility and charms of the states of Kansas and Nebraska. The article is profusely illustrated, and is also supplied with an excellent map. In "Maiwa's Revenge" H. Rider Haggard introduces old Allen Quartermain to the public once more in a glorious elephant hunt in Africa, with other romantic adventures thrown in, which furnish an excuse for much fascinating fighting. Part II. (and the end) of this story is reserved for the August number. "In Far Lochaber," by William Black, and "Annie Kilburn," by W. D. Howells, do not contain a dull line. E. A. Abbey has illustrated beautifully the old English song, "Jockey to the Fair," and the reader will linger long over his admirable work. The other poems, "Monosyllables," by W. C. Richards, and James Herbert Morse's "Commerce with the Skies" fill up the poetical measure of this number outside the drawer. The departments abound in timely topics.

ALL the lake and rail routes to the seaboard, except the Ogdensburg line, have given the Interstate Commerce Commission the required notice of ten days that on and after July 15 the rate on sixth class freight matter would advance from 20 to 25 cents per hundred to Boston, and from 15 to 20 cents to New York. When the last cut was made the Ogdensburg line, which always held a 22½ cent rate to points in New England, maintained the rate, and refuses now to raise it unless contingencies other than the raise by other lines arise to warrant the step. The reduction orignally made has taught the lines that east-bound business will come to them as heavily at 25 cents as at half that figure. The increase, however, amounts to but very little. There is nothing to prevent the lines from writing contracts before July 15 for all freight their bottoms can hold from now until snow flies, and it may also be remarked that there are several line representatives here now who are aware of this, and are taking advantage of it, too.

THE Buffalo Express says: "Do you know that it is a profitable investment as well as a source of pride to own a crack yatch?" asked a member of the Buffalo Yatch Club. Take the White Wings of Hamilton, which carried off the $100 prize in the fourth's regatta, for example. She is owned jointly by Mr. Jarvis, a Hamilton banker, and Mr. Osborn of of the same Canadian town. They spend their entire summer vacation with their wives on the boat and at the lake ports, taking in all the July and August regattas where prizes worth the winning are offered. Last night they started for Put-in Bay and next Saturday they will probably carry off the capital prize there. The owners may not actually be money at the end of the season, for they spend liberally wherever they go, but you may be sure that the balance-sheet of the summer will show far more favorably for the owners than it would if the season had been passed at Saratoga.

J. R. OLDHAM, C. E.,
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Marine Inspector.
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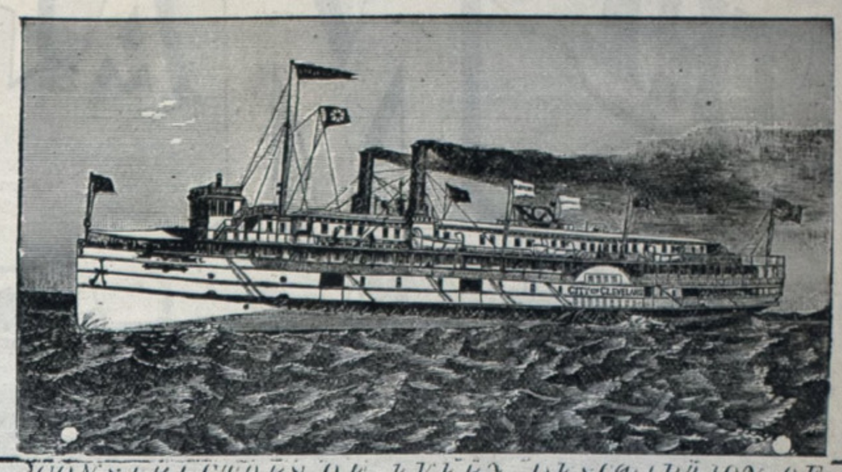
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A PUZZLE.

Which Man is the Tallest?
If you measure carefully the figures in this cut you will find that the man who appears the shortest is in reality the tallest. If you will coal your boats at my dock, adjoining S. F. Hodge Iron Works, you will get better dispatch and better COAL than at any other place in the city.
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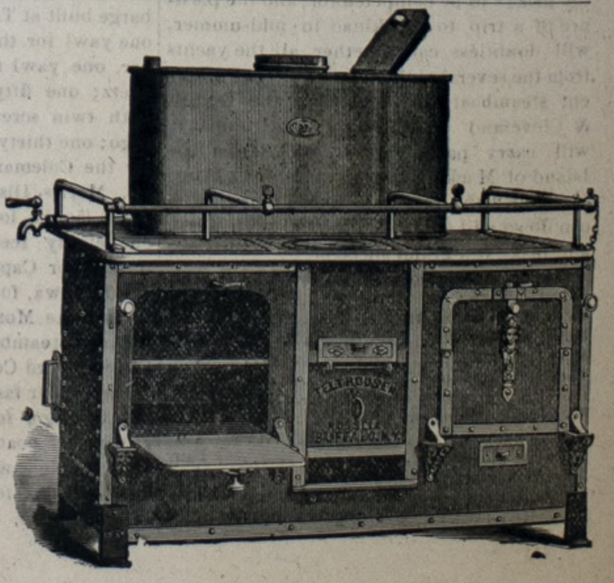

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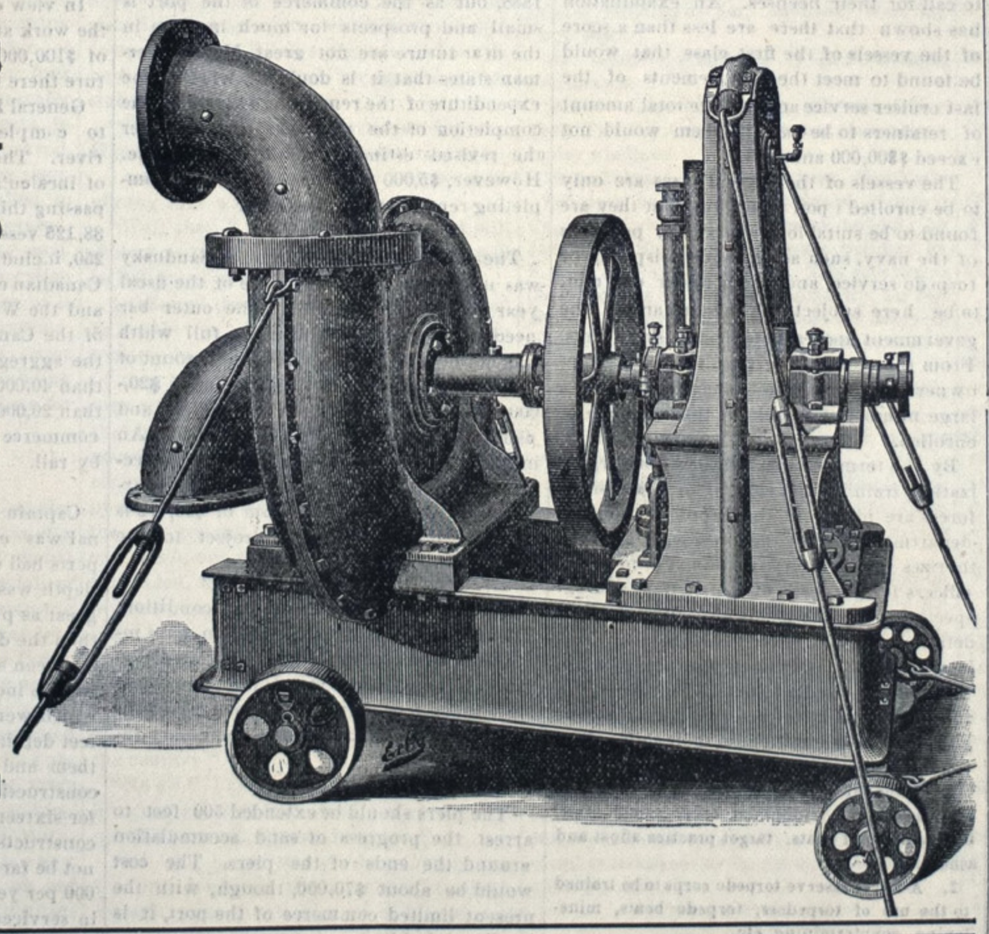

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MARINE RECORD—OFFICIAL PAPER.

THE NAVAL RESERVE.

It has been our pleasure to write regarding the benefits that a naval reserve would conduce to American commerce. It is becoming more apparent every day that a naval reserve is one of the essentials to safe government in this country. And after a number of years it begins to look as if congress was inclined to recognize the demand for a positive and speedy action on this important subject. We should have a powerful reserve navy that can be called upon in time of necessity to astist in fighting her battles. The idea of establishing a civilian navy might still have remained dormant in the minds of its originators but for the fact that recently the people have taken it up. It may safely be said that the great body of the officers today indorse the policy of the naval reserve, and numerous representative bodies of the people in New York, Boston, New Orleans, San Francisco, Buffalo, Cleveland, Detroit, Chicago, Milwaukee, and other cities have sent to congress resolutions, and memorials without number. The press of the country has also, with surprising unanimity, joined in urging upon congress the necessity of passing a law relative to the naval reserve.

The committee on naval affairs soon after meeting this session decided to at once begin a systematic and thorough investigation of the subject. This work has been going on during the entire season under the supervision of Representative Whitthorne, of Tennessee, as chairman of the sub-committee, and the committee has come to the conclusion that the plan is one to be warmly recommended.

Following extracts are from Mr. Whitthorne's very able and interesting report:

"To obtain and maintain a fleet of auxiliary cruisers as adjuncts to the regular navy, of great speed and fighting qualities, by a comparatively small expenditure of money, the value of which, in cases of need and emergency, cannot be questioned or underestimated, seems to be a duty which should be quickly and cheerfully performed.

When it is reflected in doing this the government may avail itself of the capital and skill of its citizens(which in his enterprise and search of fortune compel him to keep step with the invention and progress of the world) at greatly less cost than the government pays fo the maintenance and repairs of one of the same class of vessels borne on the register of the navy, as one of its regular vessels of war, and the government taking the risk of cost, in its own vessels, the great economy of the measure is shown, and at the same time, it is respectfully submitted, the wisdom and sound policy thereof demonstrated.

To what extent from the body of the naval militia volunteer organizations such as are contemplated by the bill, may be formed can only now be estimated, but with the comparative data furnished by similar organizations in Great Brit- and the results shown in this country in the formation of volunteer companies in the land forces yb the states, it is safe to say that the annual cost of the naval militia will not reach the sum of $200,000.

It is to be remarked and noted as important, in considering the policy of rival naval powers, that the British Admiralty has encouraged the formation of naval militia reserve forces in the colonies and dependencies of that empire. Nor should it escape reflection that the merchant steamers, that now traverse the ocean and are the admiration of the world for their speed and other high naval qualities, are enrolled as part of the naval strength and power of the governments under whose flag they sail. But few of our countrymen are informed that the *Etruria* and *Umbria*, as well as similar vessels that enter our ports, as a part of the auxiliary navy of their governments, ready and prepared upon short notice to make available their speed and strength, now so conspicuous in the amity and friendship, as instruments of war and destruction. Surely this condition of things should arrest the attention of those clothed with the authority of government in the United States.

A proper consideration of the exposed condition of our coasts and sea ports, the necessity of protection to our commerce and trade that cross the oceans seeking markets for the production of our fields, our mines, and our manufactures, and the the requirements of national life and independence, so essential to the security or progress and peace, demands, in the opinion of this committee the earnest and immediate attention of congress to the proposed measure.

The bill has been very carefully prepared and goes upon the calendar with the unanimous recommendation of the full committee. The committee in bringing forward their bill had in mind a revival of our trade upon the high seas quite as much as the establishment of an armed force to repel the attacks of armed foes. It is obvious that, in their opinion, the decadence of our carrying trade is due quite as much to the policy of rival countries in keeping large naval and military establishments, ready to fight at any time, as to any fault of commercial laws. It is apparently the design of the framers of the present bill to utilize all classes of American vessels. The merchantmen on the lakes and the fast cruisers on the ocean are, alike, to be kept ready to fight when called upon.

In the case of the latter class of vessels provision is made for the payment of a small retainer, not in the nature of a subsidy, but an annual payment upon a graded scale, proportioned, as the vessel may be ready for any demands made upon it by the government. The merchant vessels are to be enrolled without cost, except at such times as the government may have occasion to call for their licenses. An examination has shown that there are less than a score of the vessels of the first class that would be found to meet the requirements of the fast cruiser service and that the total amount of retainers to be paid to them would not exceed $800,000 annually.

The vessels of the second class are only to be enrolled upon condition that they are found to be suitable for auxiliary purposes of the navy, such as transport, dispatch or torpedo service, and then, under contract, to be here subject to the demand of the government upon a stated price and terms. From the assurance given them by shipowners the committee feel confident that a large number of vessels of this class can be enrolled.

By the terms of the bill the entire organization, training and control of the reserve forces are placed in the hands of the navy department, under the president, and authorizes the secretary of the navy to detail officers for purposes of instruction and inspection. Permission is also given for the detail of officers for nautical schools. This is much demanded upon the great lakes. Some of the leading details for carrying into effect this naval reserve plan are thus given by the committee in their bill. Provision is made for the organization of

1. A naval reserve artillery to be trained to the use of guns, rifles, and other small arms, the handling of boats, target practice afloat and ashore.

2. A navel reserve torpedo corps to be trained to the use of torpedoes, torpedo boats, mine-laying, countermining, etc.

The power to call out the naval reserves for annual drill is deemed necessary to efficient training.

Section 5 and 6 provide for the enrollment of a navigating naval reserve of officers and seamen, engineers, firemen, quartermasters, and others now employed in the merchant steamers, or in other nautical or aquatic pursuits, and who are American citizens. These officers and men are to qualify before a naval board, and are to be voluntarily enrolled for five years. They are, when so enrolled, to report at a naval rendezvous, and may receive a course of training once each year, and upon their fitness being reestablished will receive compensation.

Lines 17 to 22 permit the enrollment of the life saving service, revenue marine, lighthouse service and signal service men at coast stations in the naval reserve.

The men form the natural reserve. They are already under pay; they are trained to the water and to habits of discipline, and by executive order they could not only be enrolled in the naval reserves, but be efficiently trained to naval warfare at but small additional expense to the government.

In case of taking a vessel as an auxiliary cruiser, it is proposed to take with her all the officers and men of the navigating reserves employed in her.

Section 9 accords certain privileges to steamers commanded by naval reserve officers.

Section 10 provides that the navy register shall indicate the names of officers of the reserves bearing United States commissions and the corps for which they have been qualified.

PROVISIONS FOR RIVERS AND HARBORS.

The report of Major Overman relative to operations touching river and harbor improvements in his district during the past fiscal year, has been received at the war department.

Relative to Monroe harbor, Major Overman reports that its business has been increased to such an extent during the past two years, with prospect of still greater increase, "general and thorough repairs" to piers should be undertaken at once, and considerable dredging done. The whole of the estimated amount for the existing project, $20,000, could be profitably expended in one season's work, in addition to $9,000 needed for immediate repairs.

TOLEDO.

Relative to Toledo harbor, Major Overman says it is probable appropriations will have to be made for some years to complete the present channel and a continued annual expenditure of about $20,000 made to maintain the depth at present required or until the straight channel is available. A comparison of the condition of the channel with that of the close of 1887, shows a decrease in depth and a slight loss in average width of channel, which would indicate that with the removal of annual deposits it will be necessary to provide for the removal of over 200,000 cubic yards for some seasons yet, in order to secure the full depth and full width proposed by the improvement of the old channel. The balance of $50,000 originally estimated and yet to be appropriated, will not complete the project mainly from the lengthened period consumed it doing the work and for want of adequate appropriations. It will require at least $150,000 to complete the projected improvement of the natural channel through Maumee bay. Relative to the "straight channel" project it is stated that at least $500,000 could be profitably expended during the fiscal year ending June 30, 1890, on this project. Further appropriations aggregating $1,762,500 will be necessary to complete the straight channel.

PORT CLINTON.

The sum of $48,000 has been appropriated and expended at Port Clinton harbor up to the close of the fiscal year ending June 30, 1888, but as the commerce of the port is small and prospects for much increase in the near future are not great, Major Overman states that it is doubtful whether the expenditure of the remaining $42,000 for the completion of the proposed project under the revised estimate would be advisable. However, $5,000 would be expended in completing repairs and in dredging.

SANDUSKY.

The condition of the channel at Sandusky was not as good as at the close of the fiscal year ending June 30, 1887. The outer bar needs most attention where the full width has not been as yet obtained on account of the small appropriations. The sum of $20,000 is needed to complete the project, and can be expended profitably at once. An increase of the depth to sixteen feet is recommended to correspond with other harbors on Lake Erie. The sum of $96,712 is needed to complete the project for the straight channel.

HURON.

The piers at Huron are in bad condition. They should also be extended to gain increased channel depth. It is suggested that it would be well to extend the piers out to the sixteen-foot curve in the lake, and $17,000 will be necessary to make necessary repairs, etc.

VERMILLION.

The piers should be extended 500 feet to arrest the progress of sand accumulation around the ends of the piers. The cost would be about $70,000, though, with the present limited commerce of the port, it is hardly advisable.

Storms have damaged the piers at Black river, and they need renewal and extension. The commerce of the port is increasing and the extension should be made; $30,000 more is needed.

The sum of $3,000 is asked for to repair the pier at Rocky River.

CLEVELAND BREAKWATER.

Messrs. L. P. and J. A. Smith, the contractors for the east breakwater construction at Cleveland will finish the two hundred linear feet of superstructure and complete their contract by August 15, next. Slight repairs are to be made to piers and breakwater. The harbor of refuge as now planned will, when completed, be about two and one-half miles long, and offers an area of 500 acres for anchorage, the depth in 200 acres of which will be from seventeen to twenty-nine feet. The sum of $619,250 more is needed to be appropriated, and $300,000 can be profitably expended during the coming year. There was only a fifteen and one-half foot channel between the piers and to deep water in the lake at the close of the last month, and dredging was badly needed. The dredging done by the city of Cleveland was not sufficient to restore the full width of the channel to the full sixteen feet depth. The piers and existing breakwater are in good condition.

CONNEAUT.

The piers have been almost destroyed and at least $90,000 would be needed to restore them to the condition proposed in 1880, but the commercial importance of the port will hardly warrant such an outlay. However, the Shenango & Allegheny Railroad Company propose to extend their road to this port, and if that be done the harbor will doubtless be frequented by large lake vessels. The piers will be destroyed unless some attention be soon given them.

BUFFALO.

Captain F. A. Mahan, the government engineer in charge of this district, has a proper estimate of the needs of Buffalo harbor. During the last year Captain Mahan has been employed chiefly in rebuilding the superstructure of the breakwater. The work is not nearly done. Owing to the smallness of the available fund, less repairing was done last year than in the previous twelvemonth. The season's storms destroy the wall almost faster than it is being replaced. The harbor structures of Buffalo really are in a very ruinous condition. Captain Mahan tells the government that $630,550 will be required for the next fiscal year; of which $473,600 is for reconstruction, $20,000 for minor repairs, and $136,950 for extending the breakwater. He estimates that it will cost $1,107,500 to complete the existing projects.

ERIE.

The following estimates are made by Captain Mahan, the engineer in charge of the work at Erie harbor, Pa., to complete the projected improvments, $46,620; for general expenditures the coming year $150,000.

DUNKIRK.

Dunkirk harbor, N. Y., completing projects, $40,200; for next year $20,000.

FAIRPORT.

Extensive improvements are being made at Fairport by Pitsburg capitalists. The piers there need extension to check bar formations and some inside dredging will be needed in consequence; $31,250 can be profitably expended during the coming year.

ASHTABULA HARBOR.

The piers at Ashtabula Harbor should be extended for the same reason as at Fairport. The rock excavation should be completed as early as possible to make the full width channel available—$50,250 is required to the work and should all be appropriated in a lump.

ST. CLAIR AND DETROIT RIVERS.

In view of the importance of expediting the work at St. Clair flats an appropriation of $100,000 is asked for. The timber structure there is greatly in need of repairs.

General Poe says that $130,500 is required to complete the improvement in Detroit river. The result already accomplished is of incalculable benefit to the commerce passing this point, amounting last year to 38,125 vessels, having a tonnage of 18,864,250, including only so much of the purely Canadian commerce as passes both this point and the Welland canal. If the remainder of the Canadian commerce were included the aggregate would be increased to more than 40,000 vessels, with a tonnage of more than 20,000,000, or fully six times the entire commerce crossing Detroit river both ways by rail.

DULUTH.

Captain Quinn says when the Duluth canal was commenced but few of the lake ports had depths of over 12 feet, and 14 feet depth was adopted for the canal as being as great as probably would be required. Since then the draft of the lake vessels, however, has been sixteen feet, and in a short time will be increased to twenty feet. The piers, which were originally intended for fourteen feet depth of water in the channel between them and withal of not very substantial construction have been compelled to serve for sixteen feet channel. The cost of reconstruction and extending the piers will not be far from $500,000. It will cost $10,000 per year to maintain the present piers in serviceable condition until a project for the proposed improvement can be completed. The harbor basin has been increased in size by government and private dredging until it contains about 126 acres. Ultimately this will have to be deepened to twenty feet. Captain Quinn estimates that $212,052 will be necessary for the fiscal year at Duluth.

THE SOO IMPROVEMENTS.

General Poe's report relative to St. Mary's Falls canal shows that 8,823 vessels passed through during the year ended June 30, though the canal was open eight days less than the previous year. There was an increase of 897 in passages, and 248 in lockages over the previous year.

The construction of the cofter dam at the new lock has reached that stage that the tearing out of the walls of the old lock are rendered necessary, therefore, all projects aiming at converting the old state locks into a drydock must be considered as disposed of. A drydock in immediate proximity to the lockage system would be as objectionable as ever.

Half a million dollars is asked for Hay Lake channel and it is proposed to begin operations at Sugar Island Rapids as well as at Middle Nebish. The importance of the channel will be very great when completed. It will be doubtless used by all vessels passing through the locks.

Dredging is needed at Sand Beach harbor of refuge.

GRAND MARIAS.

Grand Marias has a location which renders it paticularly important as a harbor of refuge and its importance in this respect is increasing year by year, as commerce grows greater on the route to Duluth, 110 miles away. It bids fair to become an important shipping point also as arrangements are being made for the erection of extensive ore docks and the construction of a line of road to the iron ore and other mineral beds westerly. It will be necessary to dredge the entire area of the harbor and to lengthen the break water pier 350 feet. This will necessitate an expense of $165,475 if the work is done in one year but more if longer time is taken. Operations this season have been confined to dredging and the 16 feet area is now 11 acres in extent. The pier is in good shape. There has been a total expenditure to date of $77,578 and there is on hand $2,423.

AGATE BAY.

Agate Bay in an unimproved state would offer but little shelter to vessels, but is now sufficient as a place of shipment of iron ore from the great Vermilion mines at Tower. The area proposed to be inclosed by two break waters, one of which is under construction, is 109 acres. Of the present breakwater 400 feet have been built at a cost of $20,683.00. It is estimated that the entire cost of the breakwater will be $77,500, which would be spent advantageously in a year. The speedy completion of the east pier is greatly needed. It is hardly possible that the piers can be built as soon as needed if the receipts of ore grow as rapidly as at present. There has been $20,588 expended and there is now $1,817 on hand.

DULUTH BAY AND ST. LOUIS RIVER.

The piers at the natural bay entry aggregate 5,850 feet length, they have received little attion in years, and are in a dreadful condition. At least $25,000 is needed to repair and strengthen the piers for the next year. The channel is narrow and portions should be widened and marked by substantial beacons. A large portion of the detritus of the Nemadji river is deposited in the dredged area before the Quebec dock and in the main channel. This dredging and opening the bar at the mouth of the river will cost fully $5,000. It would appear that the course of this river should soon be deflected, on account of these floods and the consequent deposit of sediment from sands and from the logs constantly floating down, so that it will flow into Allouez bay and beposit its sediment where it will do no damage. A suitable survey to determine the cost of this improvement would be about $500. There has been dredging during the year 32,475 cubic yards of earth, in the 16 feet channels. It is expected that $163,156 can be used to complete improvements mentioned above for the bay and river.

LAUNCH OF F. AND P. M. NO 4.

DETROIT, JULY, 16. 1888.

Special to the Marine Record.

The fine new passenger steamer, F. & P. M. No. 4, built for the F. & P. M. Railroad Company by the Detroit Drydock company at their yard at the foot of Orleans St., was launched last Saturday, July 14th, at 3 o'clock p. m. About 1 o'clock the croud began to assemble, flocking into the yards and taking possession of every available spot, where a good view of this boat could be had, as she lay on the ways all ready for her plunge into the Detroit river. Nothing had been overlooked by those in charge of the preparations for the launch, and at about half past two the work of raising her up, and taking out the blocking began. At three o'clock everythiug was ready, and as the word was passed they cut her loose and she glided easily and neatly into the water, amid the hearty cheers of those who had assembled to witness the event, and the whistles of tugs, steamers and factories near by. She was immediately picked up by the tug Miner, which lay close by for the occasion, and brought up alongside the Harlem, when those who took passage for the short, lively trip ashore. She looked indeed a magnificent boat as she lay in the water, and many were the compliments expressed. In a short time she will be ready to take her place in the trade. Her machinery is all aboard and placed and the work on her houses about completed. We omit the details of her construction, as she was fully described in the RECORD of last week. As she lay at the dock she was drawing 4 feet 6 inch forward and 9 feet 3 inch aft. We congratulate the Drydock company on the success of their work, also Captain Duddleson who has the finest boat of the line and we wish him the same success that has followed him as master of the boats he has commanded in that line.

Several prominent marine men and some of the officials of the F. & P. M. road, were present at the launch and were loud in their praise of the boat, which in their opinion surpasses any yet built for them. She will leave here in about 10 days.

H.

AKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

LITTLE RECORDS.

The lumber barges ashore in Niagara river have been released, uninjured.

The canal tug Shaw capsized near the south shore while towing a sand scow.

The propeller Otego, which went ashore below Port Colborne, has been released.

The new boat being built at Mt. Clemens for the Towanda barge line will be named F. R. Buell.

A new steamer named the Kalamazoo was launched Saturday at Saugatuck for the lumber trade.

Captain John Laffrey succeeded Captain John Hagan as commander of the steambarge Lowell.

The Susan Peck, whose crank broke recently, will not be ready for service till the end of the week.

Shipments from Saginaw river during the week were 15,000,000 feet of lumber and 3,500,000 shingles.

The new steamer City of Chatham is now on the route between Chatham and Detroit, and is already popular.

Captain Joseph Davidson of Bay City has purchased the tug Washburn from Hurley Bros., of Detroit for $6,000.

Captain L. L. Slyfield, of St. Clair, has bought the schooner White Star, which was wrecked at Pointe au Pelee last fall.

Hot corn in the Chicago elevators is the reason given by the Tribune for the recent improvement in lake freights there.

Captain Beaupre is now the superintendent of the Thousand Island Steamboat Co.'s boats. The captain is connected with the R. W. & O. R. R.

At Toledo the other day the dredge Birckhead picked up on her dipper the wheel lost from the tug Moore last fall. It weighed about 2,000 pounds.

During the month of June 28 vessels went ashore on the lakes, 32 collisions occurred, two were burned and 140 damaged by storms. The losses amounted to $119,500.

The captain of the propeller Minneapolis reports that he had to go aground at Amherstburg, last week to avoid a collision with the T. W. Palmer. He got afloat easily afterward.

The 600 tons of pig iron to be shipped by Beckwith & Fleming of Chicago to England, will go by Erie canal. The through rate is $4 a ton. It is to be mixed with English iron at Derby.

The schooner Upper, which sank at Toledo, has been raised. The Upper and Josephine are laden with coal for Ashland. It is terrible to think of sending such boats to Lake Superior.

The fourth annual regatta of the American Yacht club will take place Saturday, July 21st, over the club course of 80 knots, starting and finishing at the new club house, Milton Point, L. I. sound.

The Canadian barge Corisande, Captain J W. Green, loaded with lumber from Parry Sound, Canada, and consigned to Dunkirk, ran on the rocks in attempting to enter the harbor without a pilot.

Robert Robertson, the engineer who was scalded on board the Servia when that vessel blew her cylinder heads out and burst her steam chest near Port Huron a few days ago, died at Port Huron Wednesday night.

The officers of the Canadian marine department are engaged in inspecting the proposed improvements in the buoy and lighting service in the Detroit river between Amherstburg and Limekiln Crossing near Detroit.

The new Simpson drydocks now building for Newport News and Norfolk navy yard, Va., and for Brooklyn navy yard, will have the Providence steam and power capstans and small hand windlasses, made by the American Ship windlass company.

Laborers and carpenters will soon have plenty to do at Port Arthur. Over 100 men are at work excavating for the foundation of the new C. P. R. elevator on the river, and when the pile driving and framing begins it is expected that about 400 more will be required.

It appears that Chicago is not likely to be overstocked with hard coal yet awhile, in spite of the heavy shipments. Though the receipts are 60,000 tons above last year at this time, the stocks this year were 50,000 tons less than last year, and railroad receipts are 25 per cent. below last year.

The establishing of a large shipyard with ship railway, floating and stationary drydock at Duluth is assured and articles of incorporation will be filed in a week. Sixteen capitalists, all but one from places outside Duluth, are in the syndicate which will put in a plant worth at the start $220,000 according to prepared plans. The site has been quietly secured by indirect purchases of water front property.

Late advices from Ottawa state that Commander Boulton, of the government steamer Bayfield, at present exploring in the Georgian bay, reports that he has discovered a rock covered by about seventeen feet of water, approximately N. E. by E., distant 234 miles from Cape Chin and two miles from the fine joining Cabot Head with Cape Crocker. The rock has been named "Darling's Reef."

In the United States commissioner's court at Boston, Mass., Lewis I. Hale, master of the bark Sarah, was held in $2,000 bail for trial in the United States district court on a charge of bringing from Fayal to Boston from forty to sixty-seven more passengers than allowed by law in a vessel of the Sarah's capacity. The penalty is a fine of $50 for each passengers carried in excess of legal number. Papers were served in a libel by the government for the condemnation of the vessel.

The Polson Iron works company, of Toronto, have secured a suitable location on the bay shore at Owen Sound for the construction of the new C. P. R. steel steamer. The site provided by the town is an excellent one on the east side of the bay, about half a mile below the mouth of the river. The firm will move the whole of their works to Owen Sound and go extensively into the building of steel steamships. Operations upon the new steamer will be commenced with a force of about 300 men.

A curious discovery resulted from the recent visit of the steamer Veronica to Wolf & Davidson's drydock at Milwaukee. The steamer carries a centerboard well forward, for use when running light, but every effort to handle it had proved futile. An investigation showed that the board had never been shipped. True it was in the box, but instead of swinging on the kingbolt, in regulation style, the board was above the bolt entirely and rested upon it. With the aid of a jackscrew the board was properly adjusted before the Veronica left the drydock.

Captain C. F. Palfrey, corps of engineers, in his annual report in regard to the improvement of Great Sodus Bay, N. Y., the object of which is to secure a navigable channel from Lake Ontario to Great Sodus Bay with a depth of fifteen feet, recommends the maintenance of the existing works and dredging the entire space between the piers to hard bottom and thereafter a channel 200 feet wide and fifteen feet deep at extreme low water. The estimates are: For repairs $18,000, for dredging $30,000, and contingencies $9,500.

Attorney General Tabor has rendered an opinion upon the application of a committee of canal and lake forwarders, charging that the Western Elevating association, of Buffalo, is making an overcharge of four tenths of a cent a bushel for direct transfer of grain from vessels to canal boats in which he says that if the charges are proved, they are clearly in violation of the law regulating elevator charges. He has failed to find that the association is incorporated, but says: "If the Western Elevating association of which you speak, is a corporation or assuming to have corporate power, or is made up of a combination of corporations, all combining together under this name with the intent and purpose of violating the law, then I think it is a proper case for action by me."

"101."

For a number of years Captain Alex McDougall has had in his mind the idea of a vessel which, if a success, he thinks would produce a radical change in the models of freight carriers on the lakes; and during the past year he has purchased and put into operation a shipbuilding plant at Rice Point, Minn., equipping it with everything necessary for the building of large iron and steel ships. Having, as he believed, perfected his plans he at last has put before the public as an experiment the odd looking craft which he, for reasons best known to himself, mysteriously names "101," of Duluth. The departure from modern models is a sort of cigar-shaped craft, nearly flat on her bottom, tapering at the ends from the bottom and sides to a point, leaving her straight on the top, and when loaded and in the water looks like a cylindrical vessel. She is built of steel. Her length over all is 187 feet, beam 25 feet, 18 feet 3 inches moulded depth, carrying 1,000 or 1,100 gross tons on 14 feet draft. From the bottom the sides rise to the load water level in almost the same lines as some of the most successful ships on the lakes. In fact, the shape of the vessel below the water line, the plating, heavy frames, and capacity are very like the iron ship Japan, sailed by Captain McDougall five or six years. Twenty feet aft of the bow and the same distance forward of the stern are two iron turrets each being 8 feet diameter and 7 feet in hight, and within the after one is the steering gear; above the turret is an oaken pilot house 10 by 12 feet in size, and in the forward and after turret is a fine Providence capstan. On the deck or top of this vessel is a walk guarded by steel ropes or guide lines for the safety of the crew going from one turret to the other, and between these lines are nine sliding hatches for taking on and discharging cargo. The moulded ends are divided from the main hold by tight bulkheads. In the forward bulkhead is placed a Providence windlass and other facilities for handling the boat, while aft are the quarters for the crew. They are lighted by dead light and a passageway five feet in hight is left between the top or deck and the top of the cargo hold; snubbing posts are set both forward and aft, the tow line passing through a thimble placed in the extreme bow. She is fitted with two double pumps, and has cast iron fenders. She makes an odd appearance among our vessels, but that she will carry a large amount of freight on small draft, and can stand heavy weather can not be gainsayed. On her way down it was found that the compartment left vacant for machinery caused her to steer badly and she went in dock for the purpose of having the defect remedied. The opposition and objections offered since the commencement of this boat would have discouraged any man but Captain McDougall, but he, believing in his theory, has produced this craft and claims that she comes up to his expectations. On her way up, if he is as well pleased as now, the probability is there will soon be a ship much larger than this after the same model put afloat, which will embody the same principles.

A DELEGATE AT LARGE.

INDIANAPOLIS, July 16.

Editor of the Marine Record:

Did you ever see a sure enough president? I mean president of these United States, not a president of a lodge or anything of that sort. If you never did you have missed much, because you are sure to think, when you see the president, of the time when the family physician patted you on the head and predicted that your composition contained presidential timber, and moreover you will be impressed with the idea that of all the men in the country they picked the worst one to fill the presidential chair; besides a sight of the president is very apt to lessen the importance of the office.

The emperor of China is dead on to that idea, so he keeps his face done up in a paper parcel all day, and when he goes out at night the blinds are all drawn so that people shall not see him. However, the emperor of China is not very good looking, judging from the almond-eyed gentlemen who live opposite the house where I am penning these lines.

After the committee had given me the best breakfast the Bates' house could get up, and after we had taken three or four drinks, one of the gentlemen asked me the state I hailed from, to which I responded, Iowa, Missouri, Illinois, Kansas and—"Oh, he's a delegate at large" suggested a bystander.

"You have come to interview General Harrison, I suppose?" asked the chairman.

I responded that my mind had been inclining that way.

"Well then," said the chairman, "I will show you his residence, for the General will be delighted to see you."

I thanked the speaker and said I guessed he would be glad to see me. They then took me in a wagon and drove me to the top of the hill, explaining that the laboring men were not friendly to Harrison, in fact, that he was misunderstood, and that they wanted to remove anything that looked like style, so they made me climb the fence and go through the back yard, even down past the dog kennel. As I neared the door I saw a tall, broad shouldered man, wearing a full beard, who greeted me kindly and asked my business, and when I had started to explain he contemplated me by saying: "Oh yes, I comprehend; you are not the republican committee representative, but are the celebrated Second Engineer, as your name implies, you represent the labor element of the country."

"No sir." I answered, "I am not a typical laboring man, in fact—well, I may add I do not like to work, I came here to—"

"All the better sir, we do not want you to work, don't care if you never did a day's work in your life, if you are a hustler and can talk you will make a first class exponent of the needs of labor. You see," continued the man, "the laboring classes are aroused at a supposed hostility of the republican candidate against labor, and I am resolved to remove it if possible."

So this was the very man I was looking for, this was the presidential candidate was it? I must confess that a sight of the gentleman had not advanced his popularity with me, nor do I intend to give him any more than one vote.

"Yes," said the man, "I am determined to do all in my power to eliminate that feeling of animosity from the minds of the laboring men. Now I am a hard worker myself and find it difficult sometimes to make my income cover my expenses. Why, look at this," continued he, holding up the skirt of a dilapidated cutaway coat, badly faded and not overly clean, "this coat has done service in a family of blacksmiths for seven years, and I am wearing it yet."

I marveled at this and commended the gentleman upon the staying qualities of his garment, when he excitedly asked me If I wanted to aid in the great work of reform, and bridge over the chasm now existing between the republican candidate and the laboring people.

I answered that while I was not by trade a bridge builder, yet I had sawed wood and painted a fence and thought that I might do a man's work in bridging chasms. So I am to interview the gentleman again tomorrow.

I hardly know what my next move will be, unless I apply for a position as secretary of state, for if my bridge enables General Harrison to cross the democratic gulf between him and the white house, I ought to be well paid. SECOND ENGINEER.

NEW PROVIDENCE WINDLASSES.

The American Ship Windlass company, of Providence, R. I., have been engaged for many years in the building and perfecting of machinery for use on shipboard, and the steamships built on the sea coasts during the past ten years have almost, without a single exception, adopted these machines. Two years ago the company brought out great improvements on these machines which add still further to there efficiency. Within the last three years they have been adopted on the steamships on the lakes that formerly used the hand windlasses and hand capstans of this company's make.

The steam tugs were the last to adopt these steam capstan and windlasses, but they are now using them very extensively on the sea coast and on the western river. B. D. Wood & Brothers, at New Orleans, have tried a steam capstan on one of their new tug-boats, at once recognized its advantages, and have since continued to order till all of their tugs now have them. Large numbers have been applied on other tugs and other steamers at New Orleans, St. Louis, Cincinnatti, and other points on the southern and western rivers. During the past year nearly every steam and wrecking tug that has been built at Philadelphia have had eihter one or both of the Providence steam windlasses or steam capstans. Owners can readily become convinced of their great advantage by putting one on and giving it a practical test by every day use.

Since our last report the American Ship Windlass Co., of Providence, R. I., have received the following orders for "Providence" windlasses and capstans.

WINDLASSES:—Yatch building by G. Lawley & Son at South Boston; yatch building by Wood Bros. at East Boston; yatch building by the Delaware River Iron Works at Chester, Pa., yatcht Sharon, building by H. L. Tiffany, Providence, and yatch building by Herreshoff Mfg. Company, Bristol, R. I.

Steamer building for Captain F. W. McGregor, Grand Haven, Mich.; steamer building by Milwaukee Shipyard Co., Milwaukee, Wis.; steamer building by Jas. Davidson, West Bay City, Mich.

Two steam tugs building by R. F. Keough, East Boston.

Steamer City of New York, Norwich & New York Transfer Co., New London, to replace a Perley windlass.

Barge Tobasco, McWilliams Bros., New York.

Schooner building by Woodward, Wright & Co., New Orleans, La.; schooner building by Jackson & Sharp Co.; schooner building by F. & C. A. Davis, Somerset. This schooner is the largest one ever built in this country, her registered tonnage is 2,000 tons and her carrying capacity is 3,200 tons; the chains are both 2 1-4 inches stud link chain.

Gunboats Bennington and Concord, building by the Delaware River Iron Works.

Two barge winches for S. N. Stewart for operating a bridge in Nebraska.

STEAM CAPSTANS; Providence steam capstan for tug building by T. S. Marvel & Co., Newburgh, N. Y.; Providence steam capstan for tug building in Washington Territory.

Providence double barrel steam capstan for tug Bee, Atlantic Dredging Company, N. Y.; Providence steam capstan for steamer Scranton, Cleveland, Ohio.

The continually increasing orders received by the American Ship Windlass Co. have compelled them to again enlarge the capacity of their works. They have accordingly bought more land adjoining their buildings, and are making plans for an extensive enlargement. This is conclusive evidence of the excellence of their machinery and must be gratifying to them as universal endorsement by the shipbuilding and ship owning public.

LAKE FREIGHTS.

Tonnage was in fair demand yesterday, but coal rates were easy on account of the large break at Buffalo. Ore rates on the other hand were very firm, and for loads from Ashland it was said that shippers would not object to paying ten cents more than late going rates, or the old rate of $1.25 instead of $1.15. The only ore charter reported was the schooner F. C. Leighton, Escanaba to Ohio ports, 85c.

BUFFALO, July 18.—Coal freights quiet and easy. There was moderate demand for tonnage, and some charters were at going rates when loading. Shippers beleive rates would go still lower, a beleif in which ship brokers did not join. Rail receipts are still light, and should tonnage be freely offered it would not be surprising to find a further decline.

CHICAGO, July 18.—There were only moderate offerings of vessel room to-day and rates were firmer. For Buffalo tonnage is quoted at 2¾c for wheat, 2c for corn, and 1¼@1½c for oats. The corn rate to Georgian Bay ports remains unchanged at 1½c.

DETROIT, MICH., July 18.—Reported engagements as follows: Schooners Kate Kelly, wheat, Cleveland, 1½; John Magee, coal, Toledo to Escanaba, 70c; Huron, coal, Toledo to Alcoma Mills, 70c, and pulpwood, Soo River to Detroit on private terms.

BUFFALO.

The lumber laden barges Sea Gull, Amararanth and Journeyman, in tow of the S. C. Clarke, went on Strawberry Island, below Black Rock, Niagra River, last week. The Sea Gull was released, the others being lightered off.

The steambarge Susan E. Peck, light, arrived from Ashtabula to repair a broken crank.

A curious point in marine engineering is noted in the comparative results produced by the steamships Owego and Chemung which may have an important bearing. The two steamers were built alike, with the exception of their wheels. The Owego was given the regulation Mallory wheel used on ocean craft, while the Chemung has one of H. G. Trout's wheels. It is now found that the Owego makes the best time and runs to the best advantage when she is loaded with a cargo sinking her deep in the water. On the other hand the Chemung is at her best with a light load, and when she draws much water she is loggy and works hard. Several months will be required to settle upon the wheel the most economical for lake traffic on each of these steamboats

The propeller Northern Light, brings 85,000 bushels of wheat from Superior, said to be the largest grain cargo ever brought down Lake Superior. Captain Stoddard says that the water shallow at the Sault is all that prevents her carrying 100,000 bushels.

Messrs. Howard H. Baker & Co., shipchandlers, whose ad you will find on another page, are filling an order for 6400 feet of manila cable, 4 cords 1600 feet each, to be used for drilling purposes for parties in New Zealand.

DULUTH.

From Two Harbors last week 20,000 gross tons of ore were sent forward. The Minnesota company has shipped so far in round numbers 110,000 gross tons of ore, but expect to send stuff orward much faster from this time on. A total of 450,000 tons is to be the output of this season, and this cannot be reached except by much more rapid work than at present. The Chandler mine management has been hoping to send out 5,000 tons, but have been delayed by the long time needed for ballasting and completing the new road to Ely, and it is now rather doubtful if hey are able to send forward so much. They are at present putting out about 20,000 tons daily in stock piles.

A movement is on foot to erect one of the largest stationary and floating drydocks along the lakes here the coming winter. The purchase of water frontage has already been completed. The enterprise is in the hands of a syndicate, and calls for an outlay of about $250,000. Several Chicago capitalists are interested, but for the present their names are suppressed.

One of the most extensive schemes for rafting logs on the great lakes is that proposed by a Saginaw lumber firm. It involves floating 10,000,000 to 15,000,000 feet of logs the entire length of Lake Superior, running them down to the Sault rapids and through the river into Lake Michigan, and thence to and up Saginaw bay. The logs were cut by the C. N. Nelson company of Duluth.

SAND BEACH.

Special to the Marine Record.

Following you will find a list of vessels and steamers sheltered at this port during the past week: July 10, U. S. gunboat Michigan; steamer Transfer, tugs M. B. Winter and Saugatuck; July 11, the steamer J. C. Pringle and two consorts sheltered here, the Pringle being disabled in her machinery which was repaired here. A. Weston and consorts, St. Louis and consorts, Republic and consorts, Colonial, Eighth Ohio and consorts, schooner Home, Garabaldi, J. H. Maginder and Reliable.

The same day the old schooner Harriet Ross, came in leaking badly. She threw overboard part of her deck load of ports on Saginaw Bay and by careful management made the harbor. The life saving crew turned ot and pumped her out and helped them stop the leak and she went on her way. T.

SARNIA.

Special to the Marine Record.

Captain George Tebo, who has established a coaling dock at this port, seems to be doing a hustling trade in coaling steamboats and tugs. Captain Tebo will always be found on the dock day and night, to attend to the wants of the trade. Give him a call.

GIBRALTAR.

Craig & Son, the well-known shipbuilders, will remove their yard to Toledo. The removal will probably be effected next spring. The design is to make it a yard for the construction of iron and steel craft. At Toledo free gas can be had for fuel.

U. S. ENGINEER OFFICE,
CLEVELAND, O., June 26, 1888.

NOTICE is hereby given to owners and all other parties concerned in any manner with the schooner "Joy," or her cargo, now sunk in and obstructing the channel at entrance to Ashtabula Harbor, Ohio, that they must remove said schooner and cargo from the channel; and that if the same is not removed within a reasonable time it is the purpose of the Honorable the Secretary of War to treat said wreck as abandoned and derelict, and cause it to be removed in the manner prescribed by Section 4 of the Act of Congress approved June 14, 1880.

L. COOPER OVERMAN,
Major Engineers.

Vessel Owners! The Cheapest Bedding Supplies!

Are furnished as, *Comfortables, Blankets Table linens, Towels*, etc., as well as *Sheets, Pillow-cases*, are *sewed to order*, at shortest notice, for 20 per cent less than big extensive establishments are accustomed to charge. Owing to the extreme small expenses of the Boston Dry Goods Store of Kohn & Co., 213 Detroit st., second door from corner Pearl it is *them only* who save 20 per cent unnecessary taxes. Give a trial order to KOHN & CO., 213 Detroit st., second door from corner of Pearl, Cleveland O.

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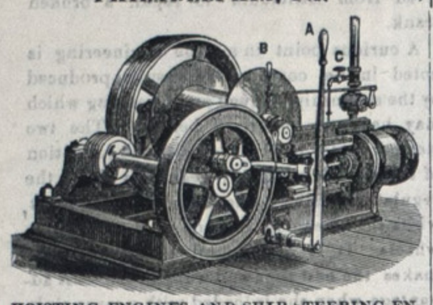

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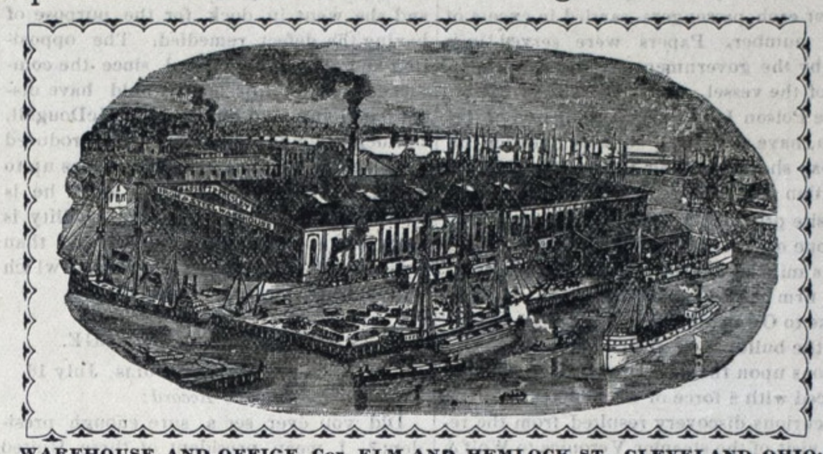

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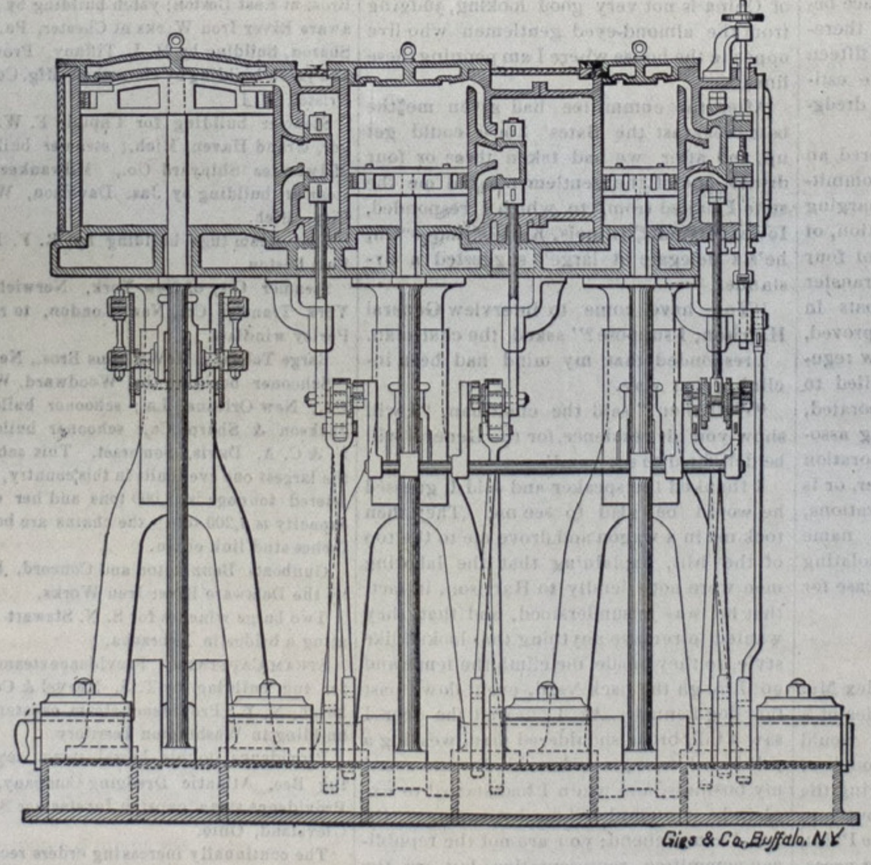

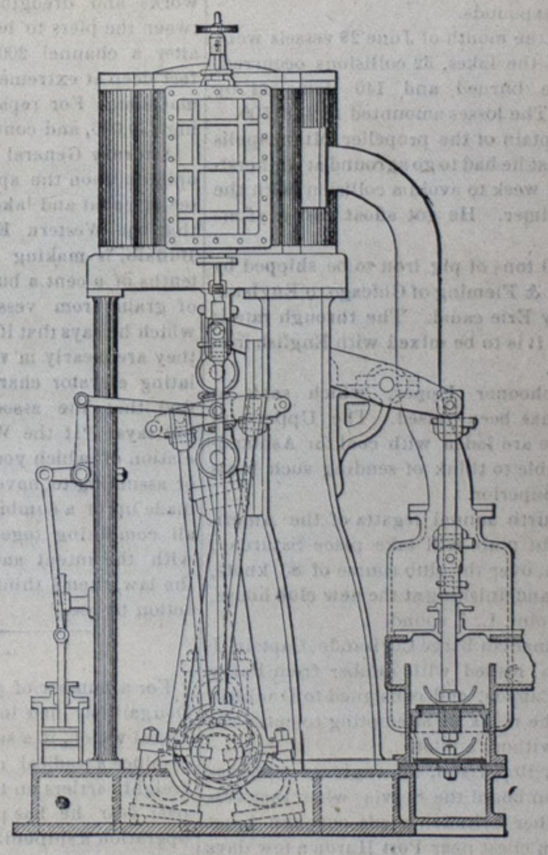

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No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 05 A M	†10 15 A M
No 24, Toledo Accom via Norwark	†10 05 A M	†10 15 A M
No. 10, New York & Boston, "Flyer"	.....	*11 50 A M
No 12, N Y & B Fast Express	*2 35 P M	3* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 30 A M	5 45 A M
No 25, Mich Accom Norwalk	.....	†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

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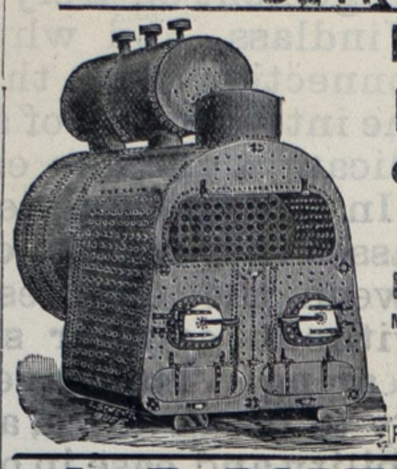

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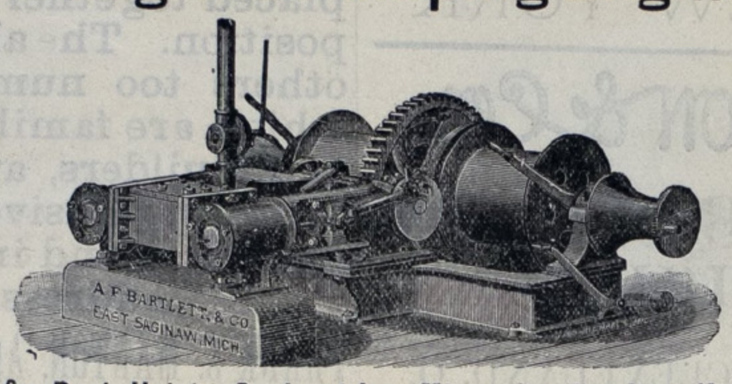

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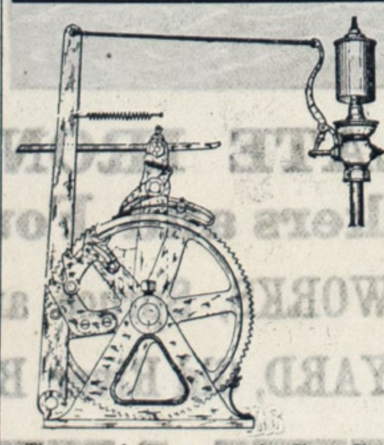

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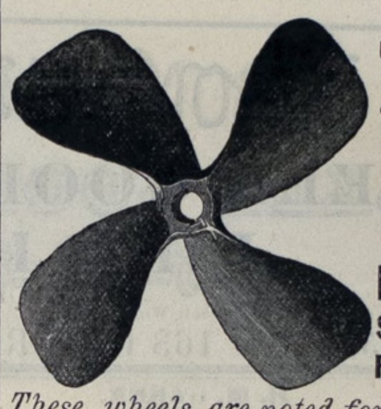

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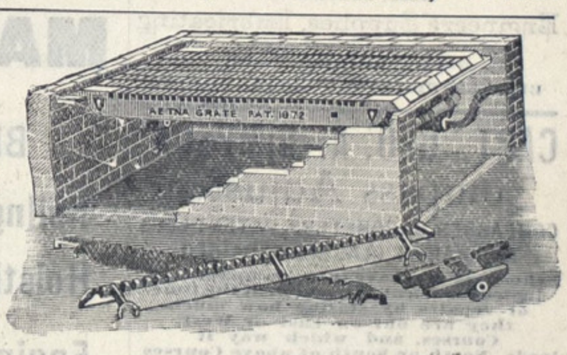

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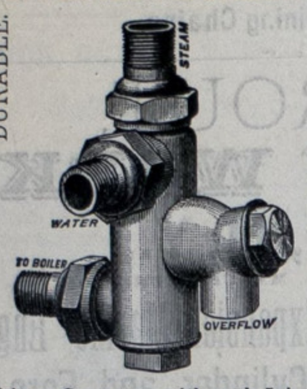

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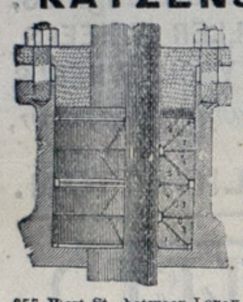

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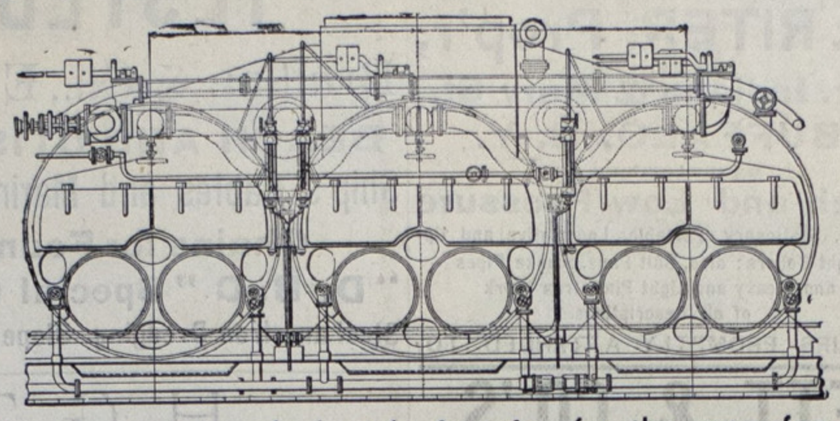

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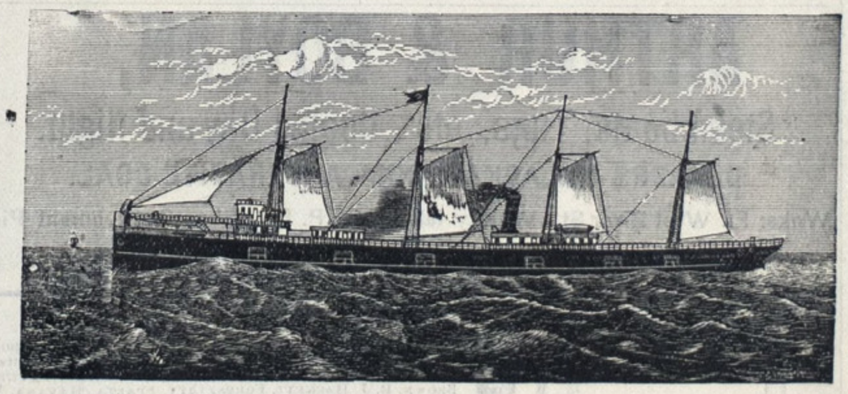

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